McChesney Has 128 and Hermis 126, Then Africander Gives Weight to Irish Lad and Dick Welles-Highball Leads the Three-Year-Olds With 108

W. S. Vosburgh, the official handicapper of the Jockey Club, announced yesterday the weights for the \$25,000 Brighton Handicap, at a mile and a quarter, to be run at Brighton Beach on July 6. As turfmen have been predicting all along, Mr. Vosburgh has assigned top weight, 129 pounds, to J B. Haggin's Waterboy, "the horse of the year" last season. Waterboy is asked to give one pound to E. E. Smathers's Western crack, McChesney, which shows that in the handicapper's estimation these great thoroughbreds are very close together. E. R. Thomas's \$60,000 Hermis has received 126 pounds from Mr. Vosburgh, an allowance of three pounds from Waterboy and two pounds from McChesney.

That the Hampton Stable's Africander was the best three-year-old last year, esnecially in Mr. Vosburgh's opinion, is shown by the allotment of 125 pounds, which places the Star Ruby colt fourth on the list, carrying one pound more than the Westbury Stable's Irish Lad, who disputed honors with him a year ago, and two pounds more than the Western champion, Dick Welles, who is not entered in any other Eastern handicap to date. Old Advance Guard, "the iron horse, who did not race at all last year, must take up 120 pounds, with Major Daingerfield, for W. B. Leeds paid \$25,000, next at 118. This is the same impost given to The Picket, a good three-year-old last season, and Savable, the pride of John A. Drake's stable. Golden

a good three-year-old last season, and Savable, the pride of John A. Drake's stable. Golden Maxim, rated high in the three-year-old class a year ago, gets in at 117, the weight to be carried, by W. C. Whitney's Gunfire, and Newton Bennington's Charles Elwood.

Hurstbourne, also from W. B. Leeds's Barn, has been well treated with 116. Acefull, who ran unplaced in the English Derby last year: Runnels, Lord of the Vale and Santon are in with 115. August Belmont's Mizzen gets 114 and the Westbury stable's Whorler 113. Mrs. L. Curtis's consistent mare, Eugenia Burch, has 110, a similar burden going to Grand Opera, Francesco and Igniter. Mr. Vosburgh has placed W. M. Sheptel's Highball at the head of the three-year-olds, just as all students of last year's two-year-old form believed he would. Highball gets 108 pounds and is in receipt of 11 pounds by the scale in vogue in July from Waterboy.

Sydney Paget's Hamburg Belle, winner of the Futurity last year and the champion two-year-old sa to weight, with 105, S. Brown's Broomstick having one pound less. J. E. Madden's Adbell, considered hy his owner to be one of the coming three-year-olds, will carry off 99 pounds, a most liberal assignment. The same weight has been given to J. E. Madden's Adbell, considered by his owner to be one of the best of Plaudit's get. Further down the long list is the Hampton Stable's Wotan, a good performer over a distance, with only 96. John A. Drake's Jocund, with 95, also looks tempting, and so on.

on.
At a glance it would seem that Mr. Vosburgh has done his work faithfully and well. In bringing this remarkable field together he has had to take into consideration many things, yet he has apparently treated all with fairness. The Brighton Handicap surely has come to be regarded as one of the best races of the year, and this particular event bids fair to be a record breaker in more ways than one. The official weights are as follows: 129 | City Bank. . . .

Waterboy 129	City Bank
McChesney128	Delhi
Hermis126	Onatas
Africander	Dick Bernard
! rish Lad	South Trimble
Dick Welles 123	Stolen Moments
Advance Guard120	Adbell
Major Dalagerfield 118	Stalwart
The Picket 118	Toboggan
Savable118	Slave
Golden Masim117	Damon
Gunfire	Montreson
Charles Elwood 117	Ormonde's Right
Hurstbourne116	Proof Reader
Runnels	Salvatella
Acefull	Dolly Spanker
Lord of the Vale 115	Mabon
Santon	Ort Wells
Mizzen114	Baseful
Whorler	Wotan.
Persistence112	Old Stone
Reliable	Orthodox
Eugenia Burch110	Cannon Ball
Grand Opera110	Gold Saint
Francesco	Palmbearer
Igniter	Robin Hood
Rochampton	Jocund
Highball108	Tippecanoe
Wigh Chancellor 107	Raglan
Intunction	Gettysburg
River Pirate 107	Alliance
Hunter Raine 106	Knight Errant
Hamburg Belle 105	James V
Grey Friar 104	Lord Badge
Captain Buckle 104	Ostrich
Broomstick 104	Colonsay
Stamping Ground 103	St. Valentine
Bonnibert	Careless
Pulsus 102	Adlos
Leonidas	Moharib
Glenwater 102	Phaon
Reservation 101	Phaser
Monsteur Beaucaire100	

AUTO SHOW NO. 2.

Exhibits From the Garden Swell the Display at Herald Square. Madison Square Garden was well emptied

of its automobiles and accessories yesterday and a number of the exhibits were moved to the overflow show on the top floor of the Macy building, which will continue all this week. Three exhibits were added to the show yesterday morning and sixteen in the afternoon, so that it is now a good deal of an There are several new things at this show,

and one of the most interesting of them is a device for starting a gasolene car without

and one of the most interesting of them is a device for starting a gasolene car without it being necessary for the operator to get out go in front of the car and turn the engine over" by means of a crank in order to get explosive charge into one of the cylinders. The move toward getting cars into control by means of electric switches is signalized by the effort being made to get rid of the unsightly, labor making and dangerous crank, for many arms have been broken by reacting cranks.

The new device to obviate cranking consists of a sprocket wheel on the motor shaft, connected by chain with a small dynamo motor. The dynamo motor is n turn connected with a storage battery, when the car is at rest the dynamo motor is started by means of the storage battery, and the gearing to the motor shaft turns the engine over. When the car is running the dynamo runs and recharges the batteries, being automatically regulated, so that it stops working when the ceils are fully charged. The same device permits of electric lamps being used on gasolene cars. The additional weight of the apparatus is not much, and the cost is less than \$100. Using this device a car can be started at any time by turning a switch.

SKATERS NOT REINSTATED.

Applications of Borian and Sinnirud Refused-Places for Meetings. Last night the National Amateur Skating

Association held its annual meeting at the Clermont Avenue Rink, Brooklyn. The applications of Peter Sinnirud, the Terrible Swede, and Oliver M. Dorlon for reinstate, ment as amateurs were denied, the officials refusing to consider the cases at all. Dorlon, it is said, has been giving exhibitions Dorlon, it is said, has been giving exhibitions for money since the six day race in which he made his professional debut. Despite protest, the national indoor championships went to Pittsburg. The outdoor speed championships take place next Saturday at Verona Lake, N. J., weather permitting, and the figure skating championships go to the St. Nicholas Rink in this city, much against the protest of some of the delegates. Over thirty clubs from fifteen cities and lowns were represented, and numerous lates for sanctioned meetings were applied for. The following officers and committees were chosen for the year:

President, Harry E. Buermeyer, New York inittees were chosen for the year:

President, Harry E. Buermeyer, New York
Athletic Club; vice-president, Jerome Karsch,
Missouri Amateur Athletic Association; secretary
and treasurer, Francis M. Clarke, Mount Vernon
Skating Association; executive committee, C. C.
Preston, Pittsburg Skating Club; Norman P. Heffley, Heffley A. C., Brooklyn; J. C. Mosher, Clermont
A. C., Brooklyn; Le Roy See, Pawnee A. C., Brooklyn; Charles B. McLean, Pittsburg; John Doughy;
North Plainfield Skating Club; C. M. Van Kleeck,
Flushing Skating Club; C. Clifford Dunn, Skating
Club of Brooklyn; John Harding, Saranac Lake
Skating Club.

Jockey Winnie O'Connor is now at West Baden.
Ind., with his father and will remain there until
it is time to sail for France. O'Connor is due to
sail on Feb. 23 on the Kronprinz. He will finish
the balance of his three year contract in France.
Pat Dunne, the well known Western turfman,
has given the name of Bryan to his two-year-old
zelt by The Commoner, the colt being named
der William Jennings Bryan.

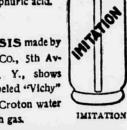
CURES COLDS IN RUSSIA LAXATIVE BROMO QUININE. To get the genu-me, call for the full name. 25 cents. - Adv.

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The GENUINE | The IMITATION is a certain cure for all is charged water containdisorders arising from im- ing absolutely no medicpaired digestion and is used inal properties and is by physicians in the treat- | manufactured with marble ment of gout, rheumatism | dust and sulphuric acid. and dyspepsia.

NATURAL ALKALINE .. WATER .. Insist on having the Genuine

ANALYSIS made by FRASER & CO., 5th Avenue, N. Y., shows SYPHON labeled "Vichy" to be only Croton water



charged with gas.

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TO THE

TO CONSIDER DISQUALIFICATION. | FORT PLAIN HOME IN FRONT Friends of Yacht's Owner Take Matter to N. Y. Y. C. Regatta Committee.

The disqualification of F. F. Brewster's schooner yacht in the races in which she tool part last year by the regatta committee of the New York Yacht Club has caused some comment, and friends of Mr. Brewster have taken the matter to the regatta committee, where it will have the fullest consideration The Elmina lost, among other trophies, the Astor cup. In this race she met Commodore

Morton F. Plant's Ingomar, and as that boat was the larger of the two the Elmina received considerable time allowance, and it was generally thought that she had won. Unfortunately, the Elmina had not been officially measured, and so there was no way of figuring exactly what allowance she should receive. Early in the year the club adopted a new rule of measurement. All yachts, according to the club rules, were to be remeasured, and the Elmina went to City Island, where Charles D. Mower put the tape over her. That day the water was so rough that it was impossible to get her length, and it was decided to

sible to get her length, and it was decided to try some other day.

Aithough Mr. Brewster was notified that his yacht had not been measured according to the rules, he made no appointment with the measurer to have the length taken. When the cruise started so few yachts had compiled with the rule that the regatta committee, waived it for the time, but any yacht that took part in any run was to be measured before she could get her prize.

The regatta committee, it is alleged by Mr. Brewster's friends, gave out a list of boats that had been measured, and the length of the Elmina was given in this list, and it was taken for granted that this was official and that there was no further need of bothering about measurement. The figures given in this list were not official, but were only approximate and were made known only in order to give some guidance to yachtsmen during the races. In the absence of any official measurement certificate the regatta committee could do nothing except give the cup to the Ingomar.

raced to the front. Fort Plain in a hard drive managed to get home a length to the good.

First Race—Six furlorgs, Selling—Preakness, 108 (H. Phillips), 8 to 1, won: Agnes Brennan, 107 (Ind. Time, 1:141-5. Tom Kiley Brown, Tomes, Haven Run, Julia M., Snider, Bountiful and Cento also ran.

Red Bank, N. J., Jan. 25.—In light airs which scarcely filled their sails, four crack third class ice yachts of the North and South Shrewsbury rivers tried conclusions this afternoon. The prize was one that has been coveted for years by all the ice yacht clubs of New Jersey, the third class challenge pennant of New Jersey. The North Shrewsbury rivers tried conclusions this afternoon. The prize was one that has been coveted for years by all the ice yacht clubs of New Jersey, the third class challenge pennant of New Jersey. The North Shrewsbury Club has defended the pennant successfully ever since the streamer was first put up to be sailed for. The Red Bank cracks belected to defend it this winter are Newton Doremus's Atalanta and the Wizard, owned by George Gillig and Jacob Siegel of New York. These boats were picked as the result of a race this morning, when they finished first and second respectively. The South Shrewsbury yachts sent over to try to wrest the laureis from the Red Bankers are Benjamin P. Morris's Mildred and William R. Joline's Hazel L.

There was no indication of a breeze before the start, but as the wind's an uncertain York. These boats were picked as the result of a race this morning, when they finished first and second respectively. The South Shrewsbury yachts sent over to try to wrest the laureis from the Red Bankers are Benjamin P. Morris's Mildred and William R. Joline's Hazel L.

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quantity in boat races the regatta committee decided to send the boats away at all hazards. The triangle was to be sailed over eight times, making a sailing distance of twenty miles, and a time limit of an hour and a quarter was placed on the race. The boats were started at 2:29 o'clock, and the Mildred got away first, with the Wizard second, Atalanta third and Hazel L. in the rear. There was very little change in the relative positions of the boats until the fifth lap, when the Atalanta got a favorable siant of wind and flew after the Mildred like a witch. The time limit had expired, however, and the Mildred crossed the line on the fifth lap, eight minutes beyond the limit. The Atalanta crossed forty-three seconds later. The Hazel L. had been hauled out on the previous lap, and the Wizard was the last boat. The committee declared the race postponed until to-morrow afternoon, when the same yachts will compete for the pennant. The Atalanta's time in a ten mile race in the morning was 30:10. The time of the boats in the race was as follows: Wizard, 30:30; Georgie, 30:42; Georgie II. 33:05; Tyro, 33:17; Daisy, 34:10; Northwest, 35:30.

**New Orleans Entries for T. First Race—Selling: one mile and sventy fine. Provided Scholars (120) Arnold K. Hist.

First Race—Selling: one mile and sventy distribution. 120 (overland... 130 (overla

CYCLE RACERS GO SOUTH. Party of Fast Riders, Including Krame Bound for Jacksonville.

On the steamship Arapahoe, which le New York at 3 o'clock yesterday afternoo there was a party of cycle racing men boun south to race and prepare for the coming season. The party included Jim Pichards, who will manage the riders; Eddie Root, Oliver Dorlon, Fred Ernst, George Collett, Floyd Krebs, Bob Lake, Frank Galvin, Charlie Hadfield and J. P. Jacobson The riders are going first to Jacksonville.

where the Southern circuit opens Feb. 7. where the Southern circuit opens reo. 7.
After that they will go to Savannah, Atlanta and Birmingham and remain South until the middle of April, when racing begins at Vailsburg, N. J.
Frank Kramer and John Fisher preceded the party by rail. Eddie Bald is expected to join the riders in Jacksonville. Baid has several offers to drive automobile racers, but he wants to have one more shy at the bicycle before deserting it. In fact, he says he would like to try once more for the championship.

Westminster Kennel Show Entries.

There was a crush of dog owners all day esterday at the office of the Westminster Kennel Club, where the entries closed for the show in Lincoln's Birthday week in Madison Square Garden. Supt. Mortimer said that up to Saturday night the advance booking was up to last year's mark, and, while he could make no estimate on yesterday's returns, he thought the entries up to the usual number. The complete count will not be known until the mails are in from

not be known until the mails are in from distant points.

Three new specials were announced of international interest, as the donors are English kennel associations that wish to show an appreciation of the selection of W. J. Pegg as judge in the bulldog and bull terrier classes. The specials are silver cups to be won outright. The Wimbledon and District Canine Association gives one, for the best American bred bulldog, and the other two cups are also for bulldogs, the gifts of the London Bulldog Club and the British Bulldog Club.

One Design Class of Yachts for Women A one design class is to be built for the use f women of the Marblehead summer colony. For some time the women there have been sailing small boats about the harbor and have shown themselves to be good sailors. Now they have decided to have a class of their own, and race them whenever possible. Lines have been drawn by John G. Alden for a boat. The dimensions are 25 feet over all, 17 feet on the water line, 7 feet beam, 8 inches draught, without centreboard. The rig is knockabout and the spread of canvas will be 330 square feet. Three of these boats already have been ordered, and it is expected that several more will be built before the opening of the racing season. For some time the women there have been

The Sachem's Head Yacht Club held its annual dinner at the Arena last Saturday night There was a large attendance of night There was a large attendance of members, and matters of interest to the club for the coming season were freely discussed. The new officers of the club are: Commodore, William E. Peck: vice-commodore, Robert B. Seward; fleet captain, John J. Phelps; secretary and treasurer, Charles F. Treadway; executive committee, John Elton Wayland, Robert C. Mitchell and Edward C. Steward.

FOUR HEAVILY BACKED CHOICES ARE BEATEN.

Mad Mullah One of Them-Track in Good Condition at New Orleans, but the Card a Poor One-Run-ups Enliven

NEW ORLEANS, Jan. 25 .- The proceedings at the Fair Grounds were enlivened a bit this afternoon by run-ups and a claim out of a selling race. Albert Simons ran up Preakness, the winner of the first race, owned by Plunger Ellison, to \$1,300, which was \$70 over his entered price. Ellison immediately claimed Agnes Brennan, owned by Simons who finished second, for \$1,385. After the third race, Macbeth, the winner, who was entered to be sold for \$600, was run up to \$905 and bought in by his owner, B. C. Evans. "Kansas" Price was the one who did the bidding

The track was at its best, but the card was a very poor one and the racing was un-interesting. The stewards awoke to the fact that there was some rough riding going on and fined Robbins \$50 and suspended Sallings one week for foul tactics. Four of the heavily backed choices managed to go down to de-

The day's feature was a mile and 70 yards handicap. Mad Mullah was the favorite and was the heaviest played choice of the day. Fort Plain was the second choice and was played from 11 to 5 to twos at post time. Short Cake and Footlights Favorite were also backed a point in the betting. Mad Mullah, after cutting out a killing pace to the head of the stretch, backed up and Fort Plain raced to the front. Fort Plain in a hard drive managed to get home a length to the good.

New Orleans Entries for To-day.

ot	Rick le
	Snoweap 98 Easter Walters 93
ta	Codez
as	Second Race-One mile and seventy yards:
ns.	Second mace—One mile and seventy yards.
he	McWilliams127 Falkland106
	Pompino
br	Past
he	Cranium 118 Ralph Young 99
he	Decoration 115 Ora McKinney 95
p.	Leviathan
a-	
	Third Race—Six furlongs:
r.	New York
he	Carl Kahler 107 Sweet Nell 102
st	Invincible
it-	Joe Goss
he	Palmist104
nt.	Fourth Race-Handicap; one mile:
	Tribes Hill
in	Bonmot
he	Bollmot
d.	Pettijohn 100 Establish 90
0.	Port Royal
	Fifth Race-Selling; one mile and three-quarters:
	Major Mansir 107 Elmido 90
	Stonewall 103 Baronet 90
	Malay
	Barca 94
er.	Sixth Race-One mile:
	Tribes Hill 108 Luralighter 98
	Little Scout
- 64	Bonmot 108 J. P. Mayberry 90
eft	Prince Richard 103 Ostrich
on.	Huzzah
nd	The Guardsman 100 Eschinate 80

At San Francisco.

SAN FRANCISCO, Jan. 25.—The card offered at the Dakland track this afternoon maked class and here were numerous upsets. SAN FRANCISCO, Jain, 23.—The card officient at the Oakland track this afternoon Beeked class and there were numerous upsets.

First Race—Five and a half furlongs—Flo Manola, 27 (W. Daly), 40 to 1, won: Targette, 95 (Hildebrand), 18 to 5, second; Harbor, 190 (Travers), 15 to 1, third. Time, 1971/2. Lustig, Prince Mont. Dundreary, Hoceo, Standard, Keogh, Quaker Girl, Hogarth, Mendota and Wartimes also ran.

Second Race—Three and a half furlongs—McGregor, 190 (J. Martin), 9 to 2, won; Sea Air, 190 (W. Waido), 9 to 2, second; Eduado, 106 (Bell), 9 to 5, third. Time, 9:42. Bill Short, Speaker, Fontana, Saccharate, Calculate, Escobosa and Lily Golding also ran.

Third Race—One mile and 70 yards—Lady Kent, 94 (Oliphant), 13 to 5, won; Searcher, 102 (Henderson), 12 to 1, second; Emily Oliver, 94 (C. Smith), 8 to 1, third. Time, 1:46. Tamm, Norford, Lapidus, Tom Kingsley, Kickumbob, El Pilar, Brissac, Kubelik and Elmer L. also ran.

Fourth Race—One mile and a sixteenth—Namtor, 113 (Wonderly), 9 to 5, won; Telephone, 89 (Greenfield), 9 to 5, second; His Eminence, 106 (Hildebrand), 9 to 5, third. Time, 1:47. Rosarle, Lacy Crawford, Reeves and St. Yusef also ran.

Fifth Race—One mile and 70 yards—Frank Woods, 100 (Larsen), 21 to 5, won; Optimo, 100 (Poley), 10 to 1, second; Bill Massle, 96 (Kunz), 7 to 1, third. Time, 1:48. Gawaine, Kitty Kely, Chickadee, 1. O. U. Cougar and Achilles also ran.

Sixth Race—Seven furlonys—Futurita, 106 (Hildebrand), 13 to 5, won; Hagedorn, 105 (Delly), 7 to 10, second; Soothsayer, 105 (C. Kelly), 12 to 1, third. Time, 1:284, Grarfer, Macgyle, Golden Light, Little Sister and Sissenvine also ran.

Vandal, owned by James R. & F. P. Keene, foaled a brown colt by the noted English stallion Common at Castleton Stud last night Starlight was shipped to England several years ago and was returned to this country

DOGS AND BIRDS.

r	Hist 118 Coun George 95
	Charley
	B: ev le 100 Pinky B 93
t	Snow-ap 98 Easter Walters 93
a	Codez
3	Second Race-One mile and seventy yards:
4	McWilliams127 Falkiand108
9	MCW III am S
i	Pompino125 Miss Melton103
	Past
0	tranium
0	Decoration 115 Ora McKinney 95
	Leviathan115
	Third Race—Six furlongs:
. 1	New York
0	Carl Kahler 107 Sweet Nell
t	Invincible
-	Joe Goss
•	Palmist
0	
t.	Fourth Race-Handleap; one mile:
n	Tribes Hill
e	Bonmot
i.	Pettijohn 109 Establish 90
	Port Royal 100 Lowly
•	Fifth Race-Selling; one mile and three-quarters:
	Major Mansir 107 Elmido 90
	Stonewall 103 Baronet 90
	Malay
	Barca 94
	Sixth Race-One mile:
r,	Tribes Hill 108 Luralighter 98
	Little Scout 108 Pettijohn 95
ít.	Bonmot
-	Prince Richard 103 Ostrich
1,	Huzzah
-1	The Guardsman 100 Eschinate 80

Lexington Turf News.

LEXINGTON, Jan. 25.-The noted brood mare Starlight, by Iroquois-Vandalite, by years ago and was returned to this country last summer after being bred to Common. This is the first foal ever dropped in this country by the great horse.

Foxhall Keene and party, including Harry Page, Mrs. James Kernochan and Mrs. Hadden, who are at present on a tour of the blue grass region, spent Sunday at La Belle and Beaumont studs of H. P. Headley, and to-day visited the Nursery Stud of August Belmont and the DixianalFarm of Major T. J. Carson. Before returning East they will visit the Hamburg Place of J. E. Madden and the McGrathiana Stud of Wilton Young.

John E. Madden bought here to-day from Edward Corrigan the noted seven-year-old bay horse imp. Planudes, by St. Simon—Lonely, by Hermit.

Always Remember the Full Name axative Bromo Quinine Cures a Cold in One Day, Grip in 2 Days 6. The Grove box. 254

BIRD HEADQUARTERS, 224 8th av.—Beautiful Pomeranian, Yorkshire brindle, Boston, fox terriers, pair Irish setters, pupples, real stock; water spaniel, Yorkshire, fox, bull terriers, toy black and tan; grown dogs; large variety of canaries and song birds; reasonable. Canary singing Yankee Doodle.

STONE, IRON AND SLATE CONSTRUCTION. CAPACITY 600.

The extensive interest in financial conditions and the inspiration expected in general

business during the early part of 1904 will of necessity prevent many winter Southern and

Western trips heretofore indulged in by the busy men of the metropolis. As a result At-

lantic City has made preparation for an exceedingly busy winter season and the hotels are

rapidly filling up with business men who find it necessary to remain near New York City.

at the Casino, tournaments at the Golf Links, driving, riding, automobiling, etc., has made

in commuting distance with Atlantic City. The change in temperature, absence of snow

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and general restful conditions found when reaching the resort are marvellous.

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with parlor car, dining car and coaches, leave West 23d Street Station 7:55 A. M., Cortlandt and Desbrosses

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HOTEL BRIGHTON

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HADDON HALL

Open all the Year. Leeds & Lippincot

HOTEL ST. CHARLES

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MISCELLANEOUS.

MISCELLANEOUS.

Season 1904 Florida East Coast Hotel Co.

The Breakers Ponce de Leon PALM BEACH-BY-THE-SEA. Under the management of Mr. Fard Sterry. Opens Monday, February, 1st 1904. Closes Sat-urday, April 2nd, 1904. ST. AUGUSTINE. Under the management of Mr. ROBERT MUREAT. Now open. Closes Tuesday. April 12th, 1904. The Royal Palm ST. AUGUSTINE. Under the management of Mr. Jos. P. Greaves. Now open. Closes Saturday, April 30th, 1904. Ormond ORMOND ON-THE-HALIFAX. Under the management of MESSRS. ANDERSON & PRICE. NOW open. Closes Monday, April 11th, 1904. Royal Poinciana

The Royal Victoria NASSAU, N. P. (Bahama Islands). Under the management of Mr. H. E. BEMIS. An-nouncement will appear later.

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VAN TASSELL & KEARNEY'S Auction Sales OF HORSES AND CARRIAGES ARE HELD REGULARLY EVERY TUESDAY AND FRIDAY (Commencing at 10 o'clock)
AT THEIR HORSE AUCTION MART 130 and 132 East 13th St. Between Third and Fourth Aves., New York. Catalogues ready morning of each sale, Pur-hasers will always find a large and interesting Those desiring to sell can make entries at

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POST OFFICE

POST OFFICE NOTICE. (Should be read DAILY by all interested, as changes may occur at any time.)

Foreign mails for the week ending Jan. 30, 1904, will close (PROMPTLY in all cases) at the General Post Office as follows: PARCELS-POST MAILS close one hour earlier than closing time shown below. Parcels-post mails for Germany close at 5 P. M. Monday, per steamship Kaiser Wilhelm II., and Friday, per steamship Graf Waldersee.

Regular and supplementary mails close at Foreign Station half hour later than closing time shown below (except that Suplementary Mails for Europe and Central America, via Colon, close one hour later at Foreign Station).

Isler at Foreign Station).

TRANSATLANTIC MAILS.

TUESDAY.—At 0:30 A. M. for EUROPE, per steamship Kaiser Wilhelm II., via Plymouth, Cherbourg and Bremen; at 7:30 A. M. for NETHER, LANDS direct, per steamship Amsterdam (mall must be directed "per steamship Amsterdam (mall must be directed "per steamship Amsterdam"); at 8:30 A. M. for ITALY direct, per steamship Lombardia (mall must be directed "per steamship Lombardia").

WEDNESDAY.—At 8:30 A. M. (supplementary 10 A. M.) for EUROPE, per steamship Cedric, via Queenstown (mall for France, Switzerland, Italy, Spain, Portugal, Turkey, Egypt, Greece and British India must be directed "per steamship Cedric").

THURSDAY.—At 7 A. M. for FRANCE, SWITZER, LAND, ITALY, SPAIN, PORTUGAL, TURKEY, EGYPT, GREECOE and BRITISH INDIA, per steamship La Touraine, via Havre (mall for other parts of Europe must be directed "per steamship La Touraine".

FRIDAY.—At 12 M. for AZORES ISLANDS, per steamship La Touraine".

SATURDAY.—At 6 A. M. for EUROPE, per steamship Paliadelphia, via Plymouth and Cherbourg (mail for ireland must be directed "per steamship Paliadelphia," at 8:30 A. M. for BELGIUM direct, per steamship Zeeland (mail must be directed "per steamship Neckar", at 9:30 A. M. SCOTLAND direct, per steamship Ethiopia (mail must be directed "per steamship Neckar", at 9:30 A. M. SCOTLAND direct, per steamship Ethiopia (mail must be directed "per steamship Neckar"); at 9:30 A. M. (supplementary IZ M.) for EUROPE, per steamship Saxonia, via Jueenstown.

After the closing of the Supplementary Trans-atlantic Mails named above, additional Sup-plementary Mails are opened on the piers of the American. English, French and German steamers, and remain open until within Ten Minutes of the hour of sailing of steamer.

Minutes of the hour of sailing of steamer.

MAILS FOR SOUTH AND CENTRAL AMERICA,
WEST INDIES, &C.

TUESDAY.—At 8:39 A. M. (supplementary 10:30
A. M.) for CENTRAL AMERICA (except Costa
Rica) and SOUTH PACIFIC PORTS, per steamship Seguranca, via Colon (mail for Guatemala
must be directed "per steamship Nordby,
via Pernambuco, Macelo and Santos (mail
must be directed "per steamship Nordby.)

THURSDAY—At 7:30 A. M. for ARGENTINE,
URAGUAY and PARAGUAY, per steamship
Virgil; at 8 A. M. for CUBA, per steamship
Virgil; at 8 A. M. for CUBA, per steamship
Virgilancia (mail for Mexico, via Progreso,
Campeche and Vera Cruz must be directed
"per steamship Vigilancia"); at 8 A. M. for
BERMUDA, per steamship Pretoria; at 12
M. for MEXICO, per steamship Seneca, via
Tampico (mail must be directed "per steamship Nordky", via Rio Janeiro and Florianapolis
(mail mustbo directed "per steamship Nordkyn").

FRIDAY—At 3:30 A. M. for BARBADOS and

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first str E. Lo the two 183d st took tit M. M Mortim Compas double adjoins street.

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West I south of jwelling et al.; J. referee; taxes, &

ship Nordky i. via Rio Janetro and Florianapolis (mail must/be directed "per steamship Nord-kyn").

FRIDAY.—At 3:30 A. M. for BARBADOS and BRAZIL, per steamship Capri, via Rio Janetro and Santos (mail for northern Brazil, Argentine, Uruguay and Paraguay must be directed "per steamship Capri"): at 0:30 A. M. (supplementary 10:30 A. M.) for INAGUA and HAITI, per steamship Flandria; 12 M. for GUANTANAMO and SANTIAGO, per steamship Cenfuegos (mail must be directed "per steamship Clenfuegos (mail must be directed "per steamship Clenfuegos"); at 12:30 P. M. (supplementary 1 P. M. for TURKS ISLAND and DOMINICAN REPUBLIC, per steamship New York; at 7 P. M. for NEWFOUNDLAND, per steamship Carthaginian, from Philadelphia.

SATURDAY.—At 8:30 A. M. (supplementary 9:30 A. M.) for CURACAO and VENEZUELA, per steamship Maracalbo "in 49 A. M. for PORTO RICO, per steamship Maracalbo"; at 9 A. M. for PORTO RICO, per steamship Ponce, via San Juan; at 9:30 A. M. (supplementary 10:30 A. M. (supplementary 10:30 A. M.) for FORTUNE ISLAND, JAMAICA, SAVANILLA and CARTAGENA, per steamship Valencia"; at 9:30 A. M. (supplementary 10:30 A. M.) for FORTUNE ISLAND, JAMAICA, SAVANILLA and CARTAGENA, per steamship Valencia"; at 9:30 A. M. (supplementary 10:30 A. M.) for FORTUNE ISLAND, for FORTUNE ISLANDS, BRITISH DUTCH and FRENCH GUIANA, per steamship Korona"; at 10 A. M. for CUBA, per steamship Korona"; at 10 A. M. for CUBA, per steamship Mexico, via Havana; at 12 M. for BABBADOS and NORTHERN BRAZIL, per steamship Mexico, via Havana; at 12 M. for BABBADOS and NORTHERN BRAZIL, per steamship Grangense, via Para, Maranham and Ceara; at 2 P. M. for ARGENTINE, URUGUAY and PARAGUAY, per steamship Merchant Prince.

MAILS FORWARDED OVERLAND, &C., EXCEPT

MAILS FORWARDED OVERLAND, &C., EXCEPT CUBA.—VIA POrt Tampa, Florida, closes at this office daily, except Thursday, at \$5.30 A. M. (the connecting mails close here on Mondays, Wedne-days and Saturdays).

MEXICO CITY.—Overland, unless specially addressed for despatch by steamer, closes at this office daily, except Sunday, at 1:30 P. M. and 11:30 P. M. Sundays at 1:00 P. M. and 11:30 P. M.

P. M. NEWFOUNDLAND.—By rall to North Sydney, and thence by steamer, closes at this office P. M.
NEWFOUNDLAND.—By rail to North Sydney, and thence by steamer, closes at this office daily at 630 P. M. (connecting mails close here every Monday, Wednesday and Saturday. JAMAICA.—By rail to Philadelphia and thence by steamer, closes at this office at 11:30 P. M. cvery Sunday.

By rail to Boston, and thence by steamer, closes at this office at 630 P. M. every Friday.

MIQUELON.—By rail to Boston, and thence by steamer, closes at this office daily at 3:30 P. M. By rail to New Orleans, and thence by steamers closes at this office daily at 3:30 P. M. By rail to New Orleans, and thence by steamers closes at this office daily, except Sunday at 51:30 P. M. and 51:30 P. M. (sonnecting mail closes here Mondays at 51:30 P. M.).

COSTA RICA.—By rail to New Orleans, and thence by steamer, closes at this office daily, except Sunday, at 51:30 P. M. and 61:30 P. M. (connecting mail closes here Tuesdays at 51:30 P. M.).

BAHAMAS.—(except Parecis-Post Mails) By rail to Mami, Fla., and thence by steamer, closes at 61:30 P. M. Sundays at 51:30 P. M. (connecting mail closes here Tuesdays at 51:30 P. M.).

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BAHAMAS.—(except Parecis-Post Mails) By rail to Mami, Fla., and thence by steamer, closes at 51:30 P. M. (connecting mail closes here Tuesdays at 51:30 P. M.).

REGISTERED MAIL closes at 6:00 P. M. previous TRANSPACIFIC MAILS.

HAWAII, via San Francisco, close here daily as 6:30 P. M. up to January §25th, inclusives, for despatch per steamship Alameda.

PHLIPPINE ISLANDS, via San Francisco, close here daily at 6:30 P. M. up to January §27th, inclusive, for despatch per United States Transport.

PHILIPPINE ISLANDS, via San Francisco, close here daily at 6:30 P. M. up to January \$27th, inclusive, for despatch per United States Transport.

AUSTRALIA (except West) via Vancouver and Victoria, B. C. close here daily at 6:30 P. M. up to January 27th, inclusive, for despatch per steamship Moana.

HAWAII, JAPAN, CHINA and PHILIPPINE ISLANDS, via San Francisco, close here daily at 6:30 P. M. up to January \$28th, inclusive, for despatch per steamship Korea.

AUSTRALIA (except West), FiJI ISLANDS and NEW CALEDONIA, via Vancouver and Victoria, B. C., close here daily at 6:30 P. M. up to January \$30th, inclusive, for despatch per steamship Aorangi.

CHINA and JAPAN, via Tacoma, close here daily at 6:30 P. M. up to January \$30th, inclusive, for despatch per steamship Victoria.

CHINA and JAPAN, via Scattle, close here daily at 6:30 P. M. up to Pebruary \$3d, inclusive, for despatch per steamship Kaga Maru.

HAWAII, JAPAN, CHINA and PHILIPPINE ISLANDS, via San Francisco, close here daily at 6:30 P. M. up to February \$3d, inclusive, for despatch per steamship Kaga Maru.

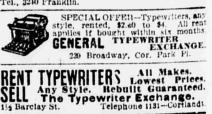
HAWAII, JAPAN, CHINA and PHILIPPINE ISLANDS, via San Francisco, close here daily at 6:30 P. M. up to February \$5th, inclusive, for despatch per steamship Gaelic.

TAHTII and MARQUESAS ISLANDS, via San Francisco, close here daily at 6:30 P. M. up to February \$0th, inclusive, for despatch per steamship Wariposa.

NEW ZEALAND, AUSTRALIA (except West), Mariposa.

NEW CALEDONIA, FIJI, SAMOA and HAWAII, via San Francisco, close here daily at 6:30 P. M. up to February \$0th, inclusive, for despatch per steamship Ventura. (If the Conard steamer carrying the British mail for New Zealand does not arrive in time to connect with this despatch, extra mails—closing at 5:30 A. M., 9:30 A. M., 90 M., wind \$0.00 P. M., win

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